

# The Sydney Morning Herald.

No. 10,168.—VOL. LXI.

## BIRTHS.

On the 5th November at Salisbury Court, Uralla, Mrs. C. R. was born a daughter at Salisbury Court, Uralla, Mrs. C. R. On the 16th instant, at her residence, Piper-street, Woolahra, the wife of Mr. W. R. R. of a daughter.

On the 17th instant, at her residence, 146, Phillip-street, Mrs. C. T. T. of a son.

## DEATHS.

On the 5th instant, at Thornhill, Hafle Creek, Mary Helena, the wife of James CARLTON, Esq., aged 37.

On the 17th instant, at Neutral Bay, Mrs. C. E. COOPER, widow of Mr. C. E. COOPER, eldest daughter of the late Adjutant W. Dunnin, of H.M. 3rd Regiment, leaving an affectionate husband and four children to lament their loss.

## SHIPPING.

**O**VERLAND ROUTE TO ENGLAND.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship, *Peninsular*, 184 tons, 250 horse-power, R. T. Durrance, commander, will be dispatched for GALLE, with her Majesty's mails, passengers, special cargo, on SATURDAY, the 18th December, at 9 a.m., sailing at MELBOURNE and KING GEORGE'S SOUND.

Cargo will be received until 5 p.m. on the 28th, and special and parcels until 3 p.m. of the 29th.

For particular freight, apply to the Peninsular and Oriental Steam Navigation Company's Lines, apply to HENRY MOORE, Agent, Moore's Wharf, Sydney, 3, George-street.

An allowance of 30 per cent. on the charge for Return Passage is made to Passengers from Australia to India (or vice versa), re-embarking within six months from day of landing; and to Passengers from Australia to India (or vice versa) re-embarking within three months.

**S**AN FRANCISCO AND OVERLAND TO THE CALIFORNIA, NEW ZEALAND, AND AUSTRALIAN MAIL LINE OF STEAM PACKETS, under Contract for a Month, will sail from the splendid CITY OF MELBOURNE, 1,260 tons, Capt. H. Granger, commander, will be dispatched from SYDNEY on the 28th instant, at 4 p.m., via AUCKLAND and HONOLULU, SANDWICH ISLANDS, carrying an extensive Steamship accomodation, including Cabin and Intermediate passenger classes. A good table with attendance, can be relied upon in each department. Saloon passengers are provided with every requisite. Wine and spirit extra. Bedding is not provided for the second class, but bedding may be had for an additional early application for place. Particulars as to rates of passage, dietary scales, plans of cabin, &c., can be had on application to BRIGHT, BROTHERS, and CO., 1, Pitt-street, Liverpool, and Melbourne, Agents; or WILLIS, LLOYD, and CO., DANIELL, KING, and CO.

**F**OR LONDON.—The A 14 years ship *AN DUTCHIE*. Captain A. Berrie, will sail early in January.

This vessel will call for freight for the line, and fitted with all the requirements that experience in the trade could suggest, offers an excellent opportunity to intending passengers. Her saloon arrangements will be found very ample, and her state-rooms unusually comfortable. She will be a pleasure to travel in, and cheaper than any other route. Special arrangements will be made with families. 10 per cent. will be allowed on return tickets. Immediate application for passages should be made to avoid disappointment, as only a limited number will be taken.

For full particulars apply to M. METCALF and CO., No. 9, Bridge-street; or at the Head Office, Grafton Wharf.

H. H. HALL, U. S. Consul.

C. N. Z. AND A. MAIL LINE.—Pleasure Trip to San Francisco and back for £70.; saloon dinner, £60; privilege of stopping three months to visit America.

Apply to H. H. HALL, U. S. Consul.

**T**HE AUSTRALIAN STEAM NAVIGATION COMPANY'S STEAMSHIPS.

TO MELBOURNE—Alexandra, Tuesday afternoon, at 4.30.

TO ADELAIDE via Melbourne en route to King George's Sound—Alexandra, Tuesday afternoon, at 4.30.

TO CANBERRA—Steamer early.

TO HUNTER RIVER—Callaway, this morning, Thursday at 7; and Coonabarabran, to-morrow night, Friday, at 11.

Good for Martin's Wharf, Miller's Forest, forwarded for Callaway, on Friday night.

TO BRISBANE—Lady Young, Friday, immediately after arrival of English mail.

TO MARYBOROUGH—Leichardt, Tuesday, 3d January, 1871.

TO ROCKHAMPTON—Balchata, this afternoon, Thursday at 4.

TO BROAD SOUND and Pioneer River—Balchata, which will take cargo, to be transhipped at Rockhampton port.

TO CLEVELAND BAY via Port Denison—Boomerang, to-morrow afternoon, Friday at 5.

FROM BRISBANE to Rockhampton, calling at Maryborough and Gladstone—Steamer weekly.

Cargo is not being received for transmission to any of the steamer ports.

NO CARGO received for the steamers going to Melbourne or Queensland after 3 p.m. on their day of sailing.

A. S. N. Co.'s Wharf, Sussex-street.

**T**HE AUSTRALIAN STEAM NAVIGATION COMPANY.

NOTICE TO EXCURSIONISTS.

The paddle steamer BRISBANE is open for ENGAGEMENT ON BOXING DAY on reasonable terms.

F. H. TROUTON, Manager.

**T**HE AUSTRALIAN STEAM NAVIGATION COMPANY.

CHRISTMAS HOLIDAYS.

EXCURSION TICKETS issued to the HUNTER RIVER, available for a week, at a fare and a half for the double journey.

FREDK. H. TROUTON, Manager.

**E**XCERPTION TICKETS issued to the HUNTER RIVER, available for a week, at a fare and a half for the double journey.

WILLIS, LLOYD, and CO., Agents.

**F**OR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper ship SARAH GRICE, AAI at Lloyd's. Full passenger and first-class accommodation for saloon passengers.

Apply to Captain MALCOLM GREEN; WILLIS, LLOYD, and CO.; or to YOUNG and LARK.

**F**OR PASSENGERS FOR LONDON.—The clipper



"black rust," while a blight has attacked the ear of the wheat, completely pulverising the grain, thus leaving the husk and stalk untouched. Owners of reaping and striping machines are getting their gear in order, though an account of the lever and pulley system of the early lighting bridge. The construction of the lightning bridge, which consisted of two metallic pointed conductors, approaching to within one eighteenth of an inch, and surrounded with a mixture of conducting and insulating materials, was described in detail by him who invented it. The action of the lightning-bridge placed in a circuit struck by lightning was next described; the lightning finding in its direct path a bridge of conducting particles in very close proximity to one another, which, the author, rendered highly inadmissible, offered a very free passage to the secondary current developed by the demagnetisation. There are upwards of 1000 of these bridges doing daily duty in the country alone, and other similar contrivances have been erected by him that has occurred. The change in the administration of the telegraphs had been inaugurated by the adoption of induced magnets for needs telegraphs, and consequently, a great impulse had been given to that industry. This had led to the introduction of the German system.

## CHEMICAL ORGANIC AGENTS.

Dr. Richardson, in a report on the physiologic action of chemical organic agents, remarked that attention was drawn to the progress that had been made in the application of the principles of methyl, methylene, ether, hydrochloride of methylamine and hydrate of chloral. Dr. Richardson then recorded his labours of the past year. In this period he had investigated the action of several organic compounds, the ethyl ether, acetone, methyl, propionic, sulphur, alcohol, or macepin; sulphide of ethyl, and triethyl ether. The first of these of his list had found to be the most active caustic known, and it probably would be possible to combine the action of the two in such a way that the effect of both would be co-operative simultaneously. He added, that in spite of arms of precision, two armies would not remain firing at each other from a distance all day, but that one of the two would advance to attack the other. The predictions of the veteran tactical were borne out by the experience of the American War. The Americans fixed a limit to their treatise on the thinnest, thus expressing himself:—

"One cause of the indecisiveness of the results obtained in many of the battles of the late war, as compared with the great loss of life on both sides, has been, that the opposing battalions were too often kept firing at each other at a distance, both sustaining nearly equal losses, until the ranks were so weakened as to render either party fit for making a vigorous and decisive charge."

Colonel Chesney touches briefly on artillery. He asserts, that in his opinion the artillery tactics of the great Napoleon, which consisted in massing ten fifteen batteries for a decisive effect, will be imitated in future wars. He looks, however, to the fact, that the activities of the modern soldier, the precision of modern ordnance, his man to mass without the delay and inconvenience of actually massing the gun.

## ACQUIRED MODIFICATION IN LIVING ORGANISMS.

In some papers an apparent transmission of organic substances from one animal to another, and various alterations of nutrition due to nervous influence.

Mr. Brown-Séquard, in the course of his remarks, said that the series of experiments he had made upon different animals led him to believe that the right side of the brain was the seat of the vegetative functions.

Although the two sides of the brain were precisely alike when the animals were born, by the greater development of one side came to be quite different from the other.

Professor Huxley said the experiments they had now determined were not so much modifications of external conditions had upon living organisms—whether they produced changes which, being transmitted hereditarily, became the basis of new races. Referring to a resolution brought forward at the former meeting of the Royal Society, he said, "that the association to abstain from making grants of money to persons engaged in experiments which involved vivisection, and that they before them that day one of the most experienced before me again, he said, if it could only be treated as to whether Mr. Brown-Séquard was likely to inflict one particle of pain upon any creature whatever without having a plain and definite purpose in view."

He said, "that they might be well advised to do so, as far as the general welfare of the species was concerned."

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

The "Military Resources of Prussia and France, and Recent Changes in the Art of War," by Lieut.-Col. Chesney, R.E., and Mr. Henry Reeve, D.C.L.; and "Regulations for the Great Manoeuvres of the Prussian Army," translated from the German by Major-General Sir Charles Stirling, K.C.B., are thus reviewed by the Atheneum:—

Even the most thoughtful and well-informed military men have been astonished at the rapidity and magnitude of the Prussian victories and the utter collapse of the French army. These causes of victory were mainly due to the skill of General Blücher, and to the boldness and energy of General Gneisenau.

Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

The "Military Resources of Prussia and France, and Recent Changes in the Art of War," by Lieut.-Col. Chesney, R.E., and Mr. Henry Reeve, D.C.L.; and "Regulations for the Great Manoeuvres of the Prussian Army," translated from the German by Major-General Sir Charles Stirling, K.C.B., are thus reviewed by the Atheneum:—

Even the most thoughtful and well-informed military men have been astonished at the rapidity and magnitude of the Prussian victories and the utter collapse of the French army. These causes of victory were mainly due to the skill of General Blücher, and to the boldness and energy of General Gneisenau.

Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a heavy shower, while Wednesday we were left by telegram that it was raining heavily on the night of Wednesday morning was hot in the extreme, but towards the afternoon there was even appearance of a thunder-storm approaching, and towards nightfall a shower broke over the district for five hours, or more, becoming accompanied by high gusts of wind. The lightning for the most part descended to the large village columns, quite dazzling to the eye, and must have been great destruction to trees or whatever it came in contact with. The night was fine; so was yesterday.

The Morning River News states that in many cases the wheat has not been raised, as the farmer's only hope would be the November flood. Many of the plots which were wholly or partially submerged have so far recovered as to premise a reasonable yield, and in other cases setts were not taken with a will and gettings, or bravely with their hands, but were taken with a will and a spirit of despair.

On the 1st of October, when the author was writing, the wheat had still not fallen more than one-third below the usual average. Of the wheat crop we are unable to speak so favourably. Blight and rust had inflicted considerable damage to the wheat, and whilst the latter was kept grinding all the year round, and whilst the former was not so well received, it was generally used as a food for the cattle.

The other day, Mr. T. C. Staley told the author that he had sent to the station his last car to distant 110 miles—nearly twice as far as it is to Raynold Terrace, and yet it was put down there at a lower price, and also superior to anything that could be got from Sydney. This was one of the changes which have been brought about by free competition.

We have Macfayle River news to the 16th instant. The Herald of that date says:—The weather during the past few days has been hot—Monday and Tuesday terminating with a







## PRODUCE, PROVISIONS, ETC.

CHRISTMAS. CHRISTMAS. CHRISTMAS.

HAMS. HAMS. HAMS.

The finest York Hams imported this season, to be had at J. G. HANKS'S.

The English Hams, Caviars, at J. G. HANKS'S

French Plums, Jordan Almonds, Bon Bon, &amp;c., &amp;c.,

Etc. Etc. Etc. Hams, Muscats, Sultanas, Figs,

French Plums, Jordan Almonds, Bon Bon, &amp;c., &amp;c.,

At J. G. HANKS'S, London, Tea Warehouse, 620, George-street, and Newington Road, Sydney.

ORDERS PUNCTUALLY ATTENDED TO.

At J. G. HANKS'S, London, Tea Warehouse, 620, George-street, and Newington Road, Sydney.

CHRISTMAS CHEER! CHRISTMAS CHEER!

It is customary this season of the year for the good and its friends to have an extra supply of the good things, which are required at Christmas.

BENNETT, BROTHERS, have taken advantage of the good style by exhibiting in their windows samples of the fruits, &amp;c., consisting of currants, blenched raisins, sultanas, figs, &amp;c., &amp;c., &amp;c., &amp;c., &amp;c., &amp;c., &amp;c., &amp;c.,

Butter, and fruits for dessert; also bon bons in great variety.

Taylor's York hams, Cheshire and North Wiltshire Cheeses; wines and spirits, consisting of port, sherry, claret, claret, old and pale ale, beer, &amp;c., &amp;c., &amp;c.,

pall, Liqueurs, Martinis, &amp;c., &amp;c., &amp;c., &amp;c., &amp;c., &amp;c.,

and every description of wines and spirits too numerous to be mentioned in an advertisement.

Schweppe's soda water, and colonial wines in great variety.

Bottled beers, Towns, &amp;c., &amp;c., &amp;c., &amp;c., &amp;c.,

Daniel's, Devonia, &amp;c., &amp;c., &amp;c., &amp;c., &amp;c.,

Daniel's, &amp;c., &amp;c., &amp;c., &amp;c., &amp;c., &amp;c.,

Bennett, BROTHERS, would beg the favour of the public generally to inspect their stock before giving their Christmas orders, as they are persuaded that the quality can be had at the prices will be found as cheap as any house in Sydney.

BENNETT, BROTHERS,

490, George-street,

Sydney.

G. H. HANKS'S.

COMMERCIAL TELEGRAM, for CHRISTMAS, 1870.

The emanation of the CHRISTMAS TELEGRAM.

will doubtless be looked for by the friends and numerous

well supporters, as well as the community in general of New South Wales.

THE LONDON TEA WAREHOUSE

has hitherto been designated the Cheapest and Best House

in Sydney for

TEAS, COFFEES, PROVISIONS,

and every description of Foreign and Colonial Produce.

The proprietors, however, will not be satisfied with inferior

goods, nor will he look to any establishment

however anxious to gain it. Quality, Quality, alone

being the great desideratum, the only true and tangible

test of Cheapest.

To those who really estimate the saving of Pounds

Shillings and Pence, a comparison is invited which will

leave no truthfulness of the assertion.

J. G. HANKS would take advantage of the present

season of the year to call his customers to his

warehouses, where they have given him, and have

undated perseverance to meet with a continuance of the same.

J. G. HANKS would call special attention that he has

just received, as latest arrival, every article suited to the

feast season of the very best quality.

MARK THE ADDRESS.

J. G. HANKS'S, Commercial and Family Grocer, London

Tea Warehouse, 620, George-street; and Newington Road,

Sydney, November 16, 1870.

P U B L I C N O T I C E .

JAMES MAGCREGOR, in returning thanks to his

numerous customers and the public generally for the

kindly and friendly manner in which they

much pleasure to announce that his stock is now complete

with every article suitable for the present festive season,

comprising

Muscats, figs, Jordan almonds, walnuts, Barbados,

Lime, Lemon, Orange, Pineapple, Pears, Peaches, &amp;c.,

bon-bons, and dried fruits of every description; prime

bacon, fresh bacon, colonial bacon (smoked); very

prime; Cheshire and North Wiltshire cheese, all imported

direct to his own order.

JAMES MAGCREGOR,

Wholesale and Family Grocer,

320, George-street.

MANGO PICKLES and Guava Jelly, in glass jars;

Indian Chutney, Madras Curry Powder and Curry

Paste, Cashmere Pickle, Cayenne Pepper, Indian Soy,

Mustard, Herbs, &amp;c.,

A. LACKERSTEIN, Jun.

434, George-street.

HAMS—Hams and Fisher's Hams for

SALE. COWLISHAW, BROTHERS, 50, Pitt-st.

COWLISHAW, BROTHERS, 50, Pitt-st.

YORK HAMS. N. W. cheese, dates, figs, almonds,

Y. nuts. T. J. STUCHIBURGH and CO., 183, Pitt-

STUCHIBURGH, CHRISTMAS. CHRISTMAS.

TONQUES. TONGUES. HAMS.

200 lbs. Hams in Australia, 9d per lb.

600 lbs. Sultana Raisins; C. K. is the only holder of any

10,000 of the celebrated Glenelgore Sheep Tongues, only 1s

per dozen.

65 lbs. of the very best Butter in Sydney: 3 lbs. for 1s

6d. Must be sold by Christmas.

150 lbs. of Butter, 1s 6d per lb. only 10.

700 lbs. Fresh Salmon, only 1s 6d.

800 lbs. Tea, best in N. S. W., 2s each.

400 lbs. Dried and Sons India Pale Ale. Must be cleared

out by New Year's Day, only 2s per 3 dozen.

300 lbs. Tea, 2s. Dried and Sons India Pale Ale: 6s single

dozen, or 6d by the case.

N. B.—Goods delivered.

C. KIDMAN, S. H. Road, and branch establishments.

HAMS, new, Flanis and Fisher's Hams for

tonn' a. Cheese, splendid sample of Cheddar, Bacon,

Pork, etc.

E. TIGHE, 114, William-street.

NEW FRUITS—Selected Blend raisins, Mus-

cates, Patras, Currents, Jordan almonds, &amp;c.

FALLON'S celebrated Albany WINES, GUINNESS'

and Blood Wolf's Dublin STOUT.

Penrhys's Scotch Ale, 7s 6d per dozen, aunts.

E. TIGHE, 114, William-street.

CHRISTMAS, 1870—Selected York HAMS, from Taylor and Fisher, and Company; prime English and Colonial Produce, and Company; prime English and Colonial Produce, and Company.

WILLIAM HUGHES, 116, William-street.

CHRISTMAS, 1870—New Muscats, Sultanas, and

Nuts, Mince Pies, Currents, Vines, Jordan Almonds, Nuts, French Plums, Candied Peel, Spices, &amp;c., just received.

WILLIAM HUGHES, 116, William-street.

CHRISTMAS CAKE.—On view at the well-known

establishments of the undermentioned Scotch shortbread, round, almond, and other Cakes, and fancy biscuits of the best quality and cheapness.

A. NEWTON, 28, King-street West.

A. LA FLOR E A USTRALIENNE.

CHRISTMAS, 1870—CHOCOLATE, CHOCOLATE.

DE JOSSELIN respectfully solicits an early inspection

of his new and elegantly-assorted stock of French

Bacon, Boned, Boned-holders, &amp;c., just received.

G. T. LEADER, 10, George-street, Sydney.

C. WILSON, 64, Margaret-street.

COLONIAL HAMS, mild, cured, excellent flavour,

Picked and Smoked Ox and Sheep Tongue.

G. STENNING, 220, William-street.

FLOUR—Commercial Mills, Telegraph Mills,

LORIMER, MARWOOD, and ROME.

T E A S — First of the new season's,

SUBLIMED, MARWOOD, and ROME.

O RLANDO JONES'S RICE STARCH.

I S THE BEST FOR ALL LAUNDRY PUR-

POSSES.

BACON.—The very best in the market, on SALE, at J. MENZIES, Market Wharf.

HORTICULTURE AND FARMING.

GLADIOLUS IN FLOWER.—Our fine collection

is now in flower, and will be displayed in our window

during the season. Many new varieties have been added,

order now being booked for delivery in March.

LAW, &amp; SOMMER, and CO., Seedmen, 260, Pitt-street.

## HOUSES AND LAND FOR SALE.

IN CONSEQUENCE OF THE PROPRIETOR LEAVING THE COLONY.

COMMODIOUS SUBSTANTIAL FAMILY RESIDENCE.

EXTENSIVE SUPERIOR STABLE, AND OUT-BUILDINGS.

DELIGHTFUL POSITION, ELEVATED HEALTHY GROUNDS.

M I T A G O N G H R I G H T S , close to the Railway Station.

OAK GRANGE, ASTAHL, comprising a GOULDING'S SUBSTANTIAL FAMILY RESIDENCE, with numerous out-buildings, IMPROVED ORNAMENTAL GROUNDS, garden, fernery, orchard, &amp;c., situated on the main Southern Road, about half a mile from the MITTAGONG RAILWAY STATION, containing 20 ACRES, a large portion of which is adapted for agricultural purposes, and could be worked in connection with the homestead, or let to tenants at a remunerative rental.

This valuable property is now in the market FOR PRIVATE SALE, on LIBERAL TERMS. It is in perfect order, and ready for immediate occupation.

The beautiful, elevated position (2000 feet above the sea level) which it occupies, is an absolute guarantee of healthiness, and admirably adapts itself to a GENTLEMAN'S COUNTRY SEAT.

A LARGE BOARDING SCHOOL.

PRIVATE FAMILY SANITARIUM.

Title-Terms to view and further information may be obtained on application to RICHARDSON and WRENCH, Pitt-street.

FOR SALE, two HOUSES, fronted square, or together, 6, Campbell-place, Riley-street, W. mto.

FOR SALE, an ORANGERIE, with a neat Cottage, C. H. BOND, 64, Sussex-street.

FOR SALE, a Publican's LICENSE. Apply to W. J. LEWIS, Pacific Hotel, Stephenson, Pitt-st.

NORTH SHORE, corner Walker and Falcon Streets, comprising a GOULDING'S SUBSTANTIAL FAMILY RESIDENCE, with a fronted Cottage, PARK COTTAGE, containing verandah, hall, four good rooms, kitchen, and servant's room. Plenty of excellent water and well stocked fruit garden, and outlook at sea. Price £400. Apply to G. L. LONDON, 128, Elizabeth-street North.

HARRISON, JONES, and DEVLIN have received instructions from J. K. Howe, Esq., to sell by auction, at their Yards, 793, George-street, on TUESDAY, the 27th instant,

1000 prime fat sheep.

HARRISON, JONES, and DEVLIN have received instructions from J. K. Howe, Esq., to sell by auction, at their Yards, 793, George-street, on TUESDAY, the 27th December, at half-past 3 o'clock,

1000 prime fat cattle.

Fat Sheep. Fat Lambs.

HARRISON, JONES, and DEVLIN have received instructions from J. K. Howe, Esq., to sell by auction, at their Yards, 793, George-street, on TUESDAY, the 27th December, at half-past 3 o'clock,

1000 prime fat lambs.

Fat Lamb. Fat Lambs.

ELLIS and CO. have received instructions from Messrs. May, Clayton and Hume to sell by auction, at their Depot, 763, George-street, on TUESDAY, the 27th instant,

1000 prime fat sheep.

ELLIS and CO. have received instructions from Mr. May, Clayton and Hume to sell by auction, at their Depot, 763, George-street, on TUESDAY, the 27th instant,

1000 prime fat sheep.

ELLIS and CO. have received instructions from Mr. May, Clayton and Hume

## FUNERALS.

**T**HIS FRIENDS of the late JOHN TEBBUTT, Senior, Esq., are invited to attend his Funeral; to meet from his late residence, Peninsula, Windsor, THIS SATURDAY, DECEMBER 20, at 3 o'clock. THOMAS COLLISON, Undertaker.

**T**HIS FRIENDS of Mr. WILLIAM LANE are respectfully invited to attend the funeral of his beloved SON, Sydney Horatio, to move from his residence, 23, Botany Road, on Parramatta-street, on FRIDAY MORNING, at quarter-past 7 o'clock, to the Sydney Railways station, to the cemetery, to Windsor. J. and G. SHYING, Undertakers.

**T**HIS FRIENDS of Mr. HENRY GEE are invited to attend the funeral of his late beloved WIFE, Elizabeth C.; to move from his residence, Cooper-street, Surry Hills, THIS (THURSDAY) AFTERNOON, at half-past 2 o'clock. C. KINSMAN AND SONS, Undertakers, George-street, S. H. Road, and Sussex-street South.

**T**HIS FRIENDS of Mr. JAMES JOHNSTON are invited to attend the funeral of his infant DAUGHTER Alexandra, to move from his residence, No. 13, Shepherd-street, Darlington, THIS (THURSDAY) MORNING, at half-past 8 o'clock. J. and G. SHYING, Undertakers.

**F**UNERALS. FUNERALS.—C. KIMSMAN and SONS beg to inform the inhabitants of the Globe, Bedford, Chipmendale, &c., who have opened their third Branch directly opposite Christ Church, and intend to conduct their business at prices cheaper than any other; with the finest state hours, match plumes, and mourning coaches in the Australian colonies.

## AMUSEMENTS.

**P**RINCE OF WALES OPERA HOUSE. Lessee, Mr. Dind.

Under the management of Mr. J. J. Bartlett.

SATURDAY, December 24th, THE GREAT PANTOMIME, which has been in preparation over four months.

BABES IN THE WOOD, or HARLEQUIN ROBIN HOOD.

and the Merry Men of the Silver Forest and the Queen of the Diamond Mine.

Scenery by Tornig and Clint, and the grand last scene painted expressly for this theatre by Mr. John Hennings, of Melbourne, from Beverly's model, produced at Drury Lane, Christmas, 1868.

**O**PERA.—All I lost, half crown. Hira Opera Glass (another's), Lawson, C. V. Howard.

**R**YAL VICTORIA THEATRE.

On SATURDAY EVENING, December 24, will be produced on a scale of splendour THE CHRISTMAS PANTOMIME.

The Burlesque Opening (written expressly for this Theatre by TEMPLE MURRAY, Esq., entitled THE THREE BEARS, and Little Silverbear, the Charming SCENERY including the Magnificent TRANSFORMATION

Designed and painted by Wilson and Habbe.

**R**OBERT HELLER'S FAREWELL TO SYDNEY, previous to his departure from Australia.

FOR A LIMITED NUMBER OF NIGHTS.

MECHANICS' SCHOOL OF ARTS, BOXING NIGHT, December 26th, 1870.

SOMATIC CONJURING, MAGIC, SUPERNATURAL VISIONS, assisted by Miss HAYDER HELLER, and SENSATIONAL EFFECTS.

MILLION PRICES.

Reserved seats, 3s; back seats, 2s; gallery, 1s. Full particulars in future advertisement.

**B**OXING-DAY. BOXING-DAY.

EVERY VISITOR WILL HAVE THE SAME CHANCE

in the FREE DISTRIBUTION of CHRISTMAS GIFTS, at the ALBERT GROUND, ON BOXING-DAY.

The following is a LIST OF THE GIFTS, exceeding FIFTY POUNDS in VALUE, SOME of which are given at the establishment and by kind favour of Messrs. THOMPSON and GILES, George-street.

N.B.—An inspection is invited, as the GIFTS speak for themselves and the EXPLANATION of the mode of distribution (see below) shows that the GIVING AWAY is BONA FIDE.

LIST OF GIFTS.

No. Description of Gift. Value.

1. Handmade alarm clock .. £2 2 0

2. Tea and coffee service .. 4 15 0

3. Large electroplate inkstand .. 2 10 0

4. Crust-stand, electroplate .. 2 10 0

5. Fair Handmade hats .. 1 15 0

6. Large ditto ditto .. 1 15 0

7. Ditto ditto .. 1 15 0

8. Japanese workbox .. 1 5 0

9. Best electroplate salver .. 1 5 0

10. Small clock .. 1 0 0

11. Large gold and gold fancy cases .. 1 0 0

12. Large square portrait album .. 1 0 0

13. Ditto ditto ditto .. 1 0 0

14. Fancy liqueur set, white and gold .. 1 0 0

15. Lady's fancy reticule bag .. 0 17 6

16. Lady's fancy bag .. 0 17 6

17. Basket, electroplate .. 0 15 0

18. Lady's fancy bag .. 0 15 0

19. Ladies' suit, ruby and gold .. 0 15 0

20. New fancy scarf pin .. 0 15 0

21. pair of vases, 22s, large toilet bottles, Bohemian glass; 23, toilet bottles, green and gold; 24, pair of toilet bottles; 25, handkerchief box; 26, lady's fax; 27, glass box; 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, child's bag; 53, 54, 55, child's bag; 56, 57, child's bag; 58, 59, silk fans.

Also the following SPECIAL GIFTS to VISITORS to the Grand Stand, who will also have a chance for the above:—

No. Grand Stand Gifts. Value.

1. Pair of Bohemian glass plates .. £2 2 0

2. Lady's paper maché desk .. 1 15 0

3. Electroplate basket .. 1 10 0

4. Portrait album .. 0 12 6

5. Lady's fancy bag .. 0 12 6

6. Lady's card case .. 0 12 6

7. EXPLANATION OF MODE OF DISTRIBUTION.

Each PERSON entering the gate will receive ONE "PERFORATED" Ticket, numbered in duplicate; ONE HALF of such ticket is to BE PUT INTO A BOX, placed in a conspicuous position opposite the ENTRANCE GATE, and the other HALF is to be retained by the person with care. At 4.15 o'clock the Box containing all the Tickets so far entered will be removed to a position in front of the Grand Stand; close by will be placed another BOX, containing TICKETS representing the GIFTS. Distribution will be made by the WINNER of the RACE, who will choose on the ground, one of whom will DRAW A TICKET from the BOX containing the numbered tickets, and the number on such ticket will be TELEGRAPHED, and that all persons may know it, and that the PERSON holding the ticket will be entitled to receive the gift, and will be ENTITLED to, and may then come into the circle and RECEIVE THE GIFT as described on Ticket, to be drawn by the other child from the GIFT BOX.

N.B.—After each drawing the Boxes will be resolved so as to take up the same position.

The Grand Stand Gifts will be distributed in like manner, but the box for numbers will be placed at the door of the STAND.

For FULL PROGRAMME, see HERALD of SATURDAY.

The GERMAN BAND will be in attendance.

SPECIAL NOTICE.—Notwithstanding the great expense incurred by the Sports at the Grand on Boxing Day, the charge for admission will be ONE SHILLING ONLY.

**B**OXING-DAY AT THE ALBERT GROUND.

IMMENSE ATTRACTION.

THE SYDNEY ATHLETIC CUP.

6 Contests, in which the CHAMPION PEDESTRIANS of VICTORIA and NEW SOUTH WALES will compete.

Also the following POPULAR ATHLETIC SPORTS, ONE MILLE, ONE MILE, and ONE MILE AND A QUARTER, 25 competitors.

WALKING MATCH, TWO Miles (ditto); 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 69